and as the exponent of the policy of this House to be expunged from the proceedings of the House should not be published in the newspapers. Every newspaper had to respect and abide by that ruling. The extent of the infringement that may have taken place in a particular case is really beside the point. That is a matter for the public to judge. So far as this House is concerned, if it makes up its mind that certain proceedings ought not to be published, it is expected that as a matter of courtesy and etiquette that these proceedings would not be published in any newspaper to any extent.

Mr. Kottur Kunjukrishna Pillai : I was explaining as to how the reports in the other newspapers did not catch my attention and this particular paper caught my attention accidentally and to exculpate myself from the motive alleged against me.

President : I do not think honourable members of this House, at all events from the Parliamentary point of view, attribute motives to each other. They only point out facts and I am sure that Mr. Anirudhan did not want to attribute any motives.

Mr. M. S. Anirudhan : No, Sir.

DEMANDS FOR GRANTS—(*contd.*)

DEMAND VII—PUBLIC WORKS—(*contd.*)

Mr. James Fletcher (*Kalkulam and Vilavankod* cum *Neyyattinkara*) : Sir, the distress of the Nanjinad people could have been reduced to a minimum if the Public Works Department had forged ahead and did all they can to help irrigation in the proper time. I therefore suggest that the Public Works Department and the Chief Engineer will be ordered to prepare a three-year plan for the betterment of irrigation in Nanjinad.

I may also bring to your notice, Sir, this fact, namely, that the South Travancore sea coast line has no facility for the people there to carry on their trade on account of the poor roads or want of communications. I suggest that the Chief Engineer may inspect the South Travancore sea coast side and draw up a scheme for improving the communication on the coast line of South Travancore.

I may also bring to the notice of Government the fact that certain roads have been proposed to be constructed in the Neyyattinkara malarial area with the labour of the local people at the instance of the Government. Those roads have been constructed and the lands for those roads have been given by the people. But unfortunately after the construction of the roads were over, the necessary culverts and bridges were not constructed by the P. W. D., so much so that the roads are now useless. The amount of money spent for the roads and the lands given by the people have become absolutely useless. Therefore I suggest that something should be done to improve those roads and complete their usefulness.

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Mr. Kallur Narayana Pillai (*Mavelikara and Tiruvalla cum Pattanamthitta*) സർ, ഈ അഭ്യർത്ഥനയെ ഞാനും എതിർക്കുകയാണു ചെയ്യുന്നതു്. മദ്ധ്യതിരുവിതാംകൂറിലുള്ള ഗതാഗതസൗകര്യവിഷയത്തിൽ ചീഫ് ഇഞ്ചിനീയർ വേണ്ടവിധത്തിലുള്ള നിഷ്കർഷകൾ ചെയ്യുന്നില്ല എന്നുള്ളതു് ഗവണ്മെൻറിൻെറ ശ്രദ്ധയിൽ കൊണ്ടുവരണമെന്നുള്ളതാണു് എൻെറ ഉദ്ദേശം. പൊതുജനങ്ങളുടെ പരാതിയോ അപേക്ഷയോ അദ്ദേഹത്തിൻെറ അടുക്കൽ ചെന്നുകഴിഞ്ഞാൽ അവയെപ്പറ്റി വേണ്ടവിധത്തിൽ പരിചിന്തനം ചെയ്യേണ്ടതു് അദ്ദേഹത്തിൻെറ ധർമ്മമാണു്. തിരുവല്ലാ, മാവേലിക്കര, പത്തനംതിട്ട ഈ മൂന്നു താലൂക്കുകളും ചേർന്ന നിയോജകമണ്ഡലത്തിലെ പ്രതിനിധിയായിട്ടാണു് ഞാൻ ഇവിടെ വന്നിരിക്കുന്നതു്. ഈ മൂന്നു താലൂക്കുകളിലും ചീഫ് ഇഞ്ചിനീയർ കഴിഞ്ഞകൊല്ലത്തിൽ രണ്ടു പ്രാവശ്യം സർക്യൂട്ട് ചെയ്തതല്ലാതെ അവിടത്തെ ജനങ്ങളുടെ ആവശ്യങ്ങളും അപേക്ഷകളും എന്താണെന്നുള്ളതിനെപ്പറ്റി അന്വേഷിക്കുന്നതിനു് അദ്ദേഹത്തിനു സാവകാശം സിദ്ധിച്ചിട്ടില്ല. ചെങ്ങന്നൂർതാലൂക്കിൽനിന്നും ഒരു നാഴികപടിഞ്ഞാറായി മാന്നാർ എന്നൊരു സ്ഥലമുണ്ടു്. ആ സ്ഥലത്തു് ഒരു ഇംഗ്ലീഷ് സ്കൂളും ഒരു ചന്തയുമുണ്ടു്. മാന്നാർ ഉള്ള ജനങ്ങൾ ചെങ്ങന്നൂർ ഒന്നാംക്ലാസും രണ്ടാംക്ലാസും മജിസ്ട്രേട്ട്കോടതിയുടെ അധികാരാതൃത്തിയിൽ പെട്ടവരാണു്. അതുകൊണ്ടു് മാന്നാറുള്ളവർക്കു് അടിക്കടി ചെങ്ങന്നൂർ ടൗണിൽ വരേണ്ടതു് അത്യാവശ്യമാണു്. ഇപ്പോൾ ഈ റോഡിനെ ഡിപ്പാർട്ടുമെൻറിൽനിന്നും ഗ്രാവൽചെയ്യുന്നുണ്ടെങ്കിലും ഒരു ഫർലാങ്ങ്ദൂരം ഗ്രാവൽചെയ്യാതെ ഇട്ടിരിക്കുന്നതുകൊണ്ടു് അവിടെ ഗതാഗതത്തിനു് തീരെ സൗകര്യമില്ലാതിരിക്കുന്നു. ഒരു ഫർലാങ്ങ്ദൂരമുള്ള ഈ റോഡ് ഫ 0 0 0 രൂപാ ചെലവാക്കി അവിടത്തെ ജനങ്ങൾ ഉണ്ടാക്കിയിട്ടുള്ളതാണു്. ഒരു ഫർലാങ്ങ്ദൂരം ഗ്രാവൽചെയ്താൽ അവിടെ ഗതാഗതസൗകര്യമുണ്ടാകുന്നതാണു്. അതുകൊണ്ടു് ചീഫ ഇഞ്ചിനീയർ ആ സംഗതിയിൽ ശ്രദ്ധ പതിപ്പിക്കേണ്ടതു് അത്യാവശ്യമാണു്. ചെങ്ങന്നൂർ–കോഴഞ്ചേരിറോഡിൽ പൈക്കാട് എന്നസ്ഥലത്തു് ഒരു പാലംകെട്ടുന്നതിനു് കഴിഞ്ഞകൊല്ലത്തിൽ പണി ആരംഭിക്കുകയും ഈ കൊല്ലത്തിൽ അതു് പൂർത്തിയാക്കുകയും ചെയ്തിട്ടുണ്ടു്. കഴിഞ്ഞമീനമാസത്തിൽ അതിൻെറ പണി പൂർത്തിയാക്കി അതിൻെറ ഉൽഘാടനം കർമ്മം നിർവ്വഹിക്കപ്പെട്ട പാലത്തിൻെറ ഉൽഘാടനം നടത്തി നാലുദിവസം കഴിഞ്ഞപ്പോൾ പാലത്തിൻെറ തെക്കേ അറ്റത്തു് ഒരു പിളർപ്പു് ഉണ്ടായി. ഉൽഘാടനം നടത്തിയസന്ദർഭത്തിൽ നൂറിൽപരം ആളുകൾ ആ പാലത്തിൽ കയറിനിന്നതുകൊണ്ടാണു്

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അതിന് വിടവു ഉണ്ടായതു് എന്നാണു പറയപ്പെടുന്നതു്. ഫ 9,000-ൽ പരം രൂപാ ചെലവാക്കി പണി പൂർത്തിയാക്കിയ ആ പ്രധാനപ്പെട്ട പാലത്തിന്റെ തെക്കെ അറ്റം ഇങ്ങനെ ഇടിഞ്ഞുപോയതു് ഡിപ്പാർട്ടുമെൻറ് മേലദ്ധ്യക്ഷന്റെ മേൽനോട്ടക്കുറവും കൺടാക്ടരുടെ സൂക്ഷ്മക്കുറവും ആണെന്നുള്ളതിന് യാതൊരു സംശയവുമില്ല. കോഴഞ്ചേരിക്കുള്ള റോഡിൽ ഒരു ചെറിയ പാലംകൂടി ഉണ്ടായിരുന്നെങ്കിൽ അവിടെ ഗതാഗതത്തിന് വളരെ സൗകര്യം ഉണ്ടാകുമായിരുന്നു. ആറന്മുളക്ഷേത്രത്തിന് ഒരു മൈൽ പടിഞ്ഞാറായി ഒരു പാലം വളരെ അത്യാവശ്യമാണു്. അതിലേക്കു ഫ 9,000 രൂപയുടെ ചെലവേ വരികയുള്ളൂ. അതു് കോവിൽ പാലമാണു്. കൊല്ലകടവുചന്തയിൽനിന്നും മാവേലിക്കരെ പോകുന്നസ്ഥലത്തു് ഒരു പാലം പണിയിക്കുന്നതിന് പണം അനുവദിച്ചിരുന്നു. എന്നാൽ അതിലേക്കു് ഈയാണ്ടത്തെ ബഡ്ജറിൽ പണം അനുവദിച്ചുകാണുന്നില്ല. അവിടെ ഒരു പാലം ഉടനടി പണിയിക്കേണ്ടതു് വളരെ അത്യാവശ്യമാണു്.

ഈ ധനാഭ്യർത്ഥനയിൽ 9 ലക്ഷം രൂപാ ട്രാൻസ്പോർട്ട് പദ്ധതിക്കു് നീക്കിവച്ചിരിക്കുന്നതായി കാണുന്നു. മദ്ധ്യതിരുവിതാംകൂറിനേയും ഉത്തരതിരുവിതാംകൂറിനേയും സംബന്ധിച്ചു് വലിയ പക്ഷപാതബുദ്ധിയോടുകൂടി ഗവണ്മെൻറ് പ്രവർത്തിക്കുന്നു എന്നു് വളരെ സങ്കടകരമാണു്. തിരുവനന്തപുരംമുതൽ ആലുവാവരെ മോട്ടാറിൽ യാത്രചെയ്യുന്ന ആളുകൾ ഇപ്പോഴും വളരെ സങ്കടം അനുഭവിക്കുന്നുണ്ടു്. യൂണിയൻകാരാണു് ബസ് സർവ്വീസ നടത്തിവരുന്നതു്. ഏതുസമയത്തും ബസ് വിടുന്നതിനു തക്കവണ്ണം സമയം അനുവദിച്ചുകൊടുത്തിരിക്കുന്നതുകൊണ്ടു് യാത്രക്കാരെ വഴിയിൽ ഇടക്കിടക്കു് വളരെ താമസിപ്പിക്കുന്നതിനും തന്നിമിത്തം പല ഉപദ്രവങ്ങളും സംഭവിക്കുന്നതിനും സംഗതിയാകുന്നുണ്ടു്. അതു് യൂണിയൻ ഏർപ്പാടുനിമിത്തമാണു്. ഓരോ ചെക്കിങ്ങ് സ്റ്റേഷനിലും കാപ്പികുടിക്കാനെന്നും പറഞ്ഞു് ഡ്രൈവറും കൺടക്ടറും വളരെ താമസിക്കുന്നുണ്ടു്. അങ്ങനെ പത്തോ മിനിട്ടു് അവിടെ താമസിച്ചാൽ ട്രാഫിക്ക് കാൺസ്റ്റബിളിൽനിന്നും ഉപദ്രവം ഉണ്ടാകാതിരിക്കുന്നതിന് അവരെ തൃപ്തിപ്പെടുത്താൻ യാതൊരു പ്രയാസവുമില്ല. ഇങ്ങനെ കാപ്പികുടിയും കഴിഞ്ഞു് വളരെ താമസിച്ചാണു് അവിടെനിന്നും ബസ പുറപ്പെടുന്നതു്. ഇടക്കുണ്ടായതാമസത്തെ പരിഹരിച്ചു് കൃത്യസമയത്തു് കൊട്ടാരക്കര എത്തുന്നതിനുവേണ്ടി ബസ് അതിവേഗത്തിൽ ഓടിക്കുന്നതുനിമിത്തം പല അനിഷ്ടസംഭവങ്ങൾക്കും കാരണമാകുകയും പല

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[Mr. Kallur Narayana Pillai.]

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Mr. N. V. Chacko: Sir, I wish to bring to the notice of the department the necessity for improving the means of communication and irrigation in the northern taluks of the State. When we raise these questions it may probably be thought that we are raising too petty issues before the House. But we do so because the people feel the necessity for these things.

In regard to the few roads we have in our place, I may say that even when a person travels in a car along those roads feels as if he is going to be pulverised in no time. If the Chief Engineer himself travels through those roads especially in the rainy season he will find how difficult it is to travel along them. For those of us who have to travel from Parur to Trivandrum, we do not know when we reach this place whether we have to go to the General Hospital before we attend this Council.

There are only very few miles of roads in the Parur taluk. Some more roads are very urgently needed. For instance the Parur-Munambom and the Parur-Kuriappilly roads. A road from Ankamali to Parakkadavu and another road connecting Thammanom and Kumarapuram in the Kunnatnad taluk and a road from the 3rd mile of the Varapetti-Pothanikkadu road to the 16th mile of the Kothamangalam-Neriyamangalam road are urgently needed.

In regard to irrigation, it appears that there was a bund at one time in the Muttar river. My information may not be quite correct as it relates to the past. As this bund is destroyed, the crops on about 25,000 paras of paddy lands are being destroyed annually. A bund with sluice and shutter may therefore be provided in the Muttar river. Similarly the people of Parakkadavu need a shutter in a canal from the Chalakudy river which will irrigate several thousand paras of paddy lands. With these words, I request Government to pay special attention to the needs of the Northern taluks of Travancore with regard to the means of communication by land and to the means of irrigation.

Mr. T. Mahomed Ismail : Sir, the necessity for constructing new and improving existing roads in South and North Travancore is not as great as in the eastern side of Travancore. I wish to bring before Government the absolute necessity for widening the Kottayam-Kumili road. East of Mundakayam the road runs through hills and valleys. It is passing through estates controlled by Europeans and Indians. Hundreds of motor cars, lorries and bullock carts are passing through that road. I do not know whether there is any other road in Travancore which has so much of traffic. I am mindful of the fact that a considerable amount is being spent for the improvement of this road. We hear of accidents every day on this road. I must say in this connection that we living in big towns do not hear of accidents that take place on this road. Unfortunately there is no paper east of Kottayam to publish these accidents. It is because of that that we do not hear of the motor accidents. Therefore my request is that the department should take special care for the straightening and widening of this road.

The other day the Chief Engineer answered a question put by me to the effect that the construction of a bridge at Erattupetta will be taken up only after the construction of the bridge on the Ponkunnam-Lalam road. I do not know whether this bridge will be taken up at all as I do not see any provision in the budget for the construction of the latter. If that bridge is not going to be taken up, then according to the Chief Engineer, the question of the bridge at Erattupetta will not be taken up at all. What I say is that the bridge at Erattupetta must be considered irrespective of the other bridge. I have no objection if the Ponkunnam-Lalam bridge is taken up earlier. My only request is that the bridge at Erattupetta should not be postponed simply because a bridge on some other road has not yet been constructed.

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[Mr. T. Mahomed Ismail.]

There is a road between Kanjirapalli and Erattupetta. Just at the place where this road branches from the Kottayam-Kumili road there is a small bridge. From the very beginning this bridge was in a dilapidated condition. Nobody cares for the improvement of this road. The traffic in this road is considerable. Therefore the existing bridge may be maintained properly and a new one should be constructed. With these remarks I support the demand.

Mr. K. M. Korah: (*Vaikam, Kottayam* and *Changanachery* cum *Peermade*): Sir, in rising to support the demand I wish to draw the attention of the Government to certain roads and canals in the Changanachery taluk. As for means of communications practically nothing is being spent for Kuttanad. We have a few canals and rivers which owe their existence to nature itself. It is highly necessary to widen and deepen these canals. As a typical instance I may bring to the notice of Government the Vezhapra canal in Changanachery taluk through which a number of boats pass every day. It is high time that immediate steps may be taken to widen and deepen this canal. The same is the case with a number of other canals.

Coming to the Alleppey-Changanacherry road, the question of connecting Alleppey with the main land has been engaging the attention of Government for the last few years. This road should be so constructed as to serve not merely the purpose of traffic passing between Alleppey and the mainland but be of general use to a large number of inhabitants of Kuttanadu as a means of communication. For that purpose the road should be aligned through the Central Kuttanad which is largely inhabited. This is not a very costly affair, for the land is mostly punja land. If it is aligned through any other place, a larger amount will have to be spent. My suggestion is that a canal also may be constructed on the side of this road. About 150 feet width will be quite sufficient for the canal as well as the road. According to a rough calculation 250 acres of land will be necessary for this purpose. The compensation for acquisition will come to about Rs. 1½ lakhs at the most. Another advantage is that if this particular route through the high level and inhabited areas is chosen, it will be more protected against damage by floods and waves than in lower and more exposed situations. Both the sides of the canal and the road may be sold away to people for the purpose of constructing houses. At present people are reclaiming kandukrishi lands for the purpose of putting up houses. They have to live by the side of rivers and canals for facility of movement. If the sides of this road and canal are sold to people Government will be able to get an enhanced price which would cover the expenses of the construction of the road in a considerable extent. I would draw the attention of Government to this question.

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Sir, in the last years's budget a sum of Rs. 4,000 was allotted for the Kottayam-Kumarakam road, but this was allowed to be lapsed. But this year also there is the same allotment. I request the Government to see that this amount is not allowed to lapse this year.

It is about five years since the Changanachery T. B. was demolished. I need not emphasise here that importance of Changanachery. Changanachery is very badly in need of a T. B. and let me request that it may be constructed early next year.

The condition of roads in North Travancore is very deplorable and I may refer to the Road leading from Vattapalli to the Municipal office, Changanachery as a typical instance. I am sure the Chief Engineer will not be able to walk through that road. As described in a certain newspaper, you will find small tanks and canals all along the road. Therefore a sufficient sum should be allotted for the maintenance of roads in North Travancore also

Mr. Abdul Tayeb Sheik Kaderbhoy (*Commerce and Industry, South*): Sir, I wish to bring to the notice of Government and this house some important matters relating to the needs of Quilon. Sir, we are in urgent need of a Pier at Quilon. The business of Quilon has increased very much. Steamers are coming to Quilon with raw materials from Africa and other places. But there are no landing facilities.

I have to speak a word about the supply of telephone. Some time ago postal and telegraph authority approached merchants in Quilon and said if 30 applications are received for the supply of telephone they will be supplied with telephone. I think more than 30 people applied for same but so far, nothing seems to have been done in that direction. I think one of the honourable members in the Lower House has also referred to the construction of a Pier at Quilon. I request Government to consider the demands of the public of Quilon and redress their long standing grievances as early as possible.

Mr. Kochikal P. Balakrishnan Tampi (*Karunagapalli, Kartikapalli and Ambalapuzha cum Shertala*): Sir, I also rise to oppose the motion. In doing so I also want to ventilate a few local grievances. I have learnt by experience that instead of indulging in the enumeration of general principles it will be better to ventilate the local grievances so that a remedy could be obtained. I have to talk about four taluks extending from Quilon to Cochin and they are the least patronised by Government. In regard to the mileage concerned in those four taluks there are only about

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[Kochikal P. Balakrishnan Tampi.]

135 to 140 miles of road maintained by the Public Works Department. First of all I shall refer to the Karthikapalli-Kayankulam road about which repeated representations have been made to Government. The inhabitants waited on deputation on the Dewan last year and he promised that earliest possible attention would be given to that matter. There is also a big road from Shertalai to Arukutty which is in a very deplorable state. One has to insure in a stable Insurance Company before he could travel on the Shertalai-Arukutty road. Last year on account of the visit of the Dewan to Shertalai, the conditions of the roads were kept up, for the time being, in good condition. It is like a gentleman at short notice getting ready with his toilette to receive a visitor. I speak from experience that it is a very trying thing to go from Shertalai to Arukutty. I am not unaware that a part of the road is being attended to towards the fag end of the year.

Though I have no knowledge in Engineering matters, I do not pretend to be an expert—I can suggest one thing instead of bargaining with the Cochin Government for the construction of a bridge at Arur-Cochin frontier another way could be explored to reach Cochin frontier. There is a way which is only 5 miles distant from Thuravoor to Cochin. If a road is constructed in that portion, there will not be the difficulty of putting up a bridge. I trust that the Government and the Chief Engineer will consider the possibility of approaching the Cochin frontier in the manner suggested by me.

I endorse every word uttered by the member representing Kuttanad. Construction of roads in Kuttanad also forms part of the responsibility of the Public Works Department. In fact the canals are very much neglected ; they are narrow and are silted up. It has almost become impracticable for boats to be taken that way because the growth of water-hyacinth ? I believe the Chief Engineer will effect the necessary improvements in regard to waterways.

Then I want to draw the attention of Government to a road from Alleppey to Changanachery. There is only a distance of 18 miles and for travelling that distance it is no exaggeration to say that the time taken for travelling in that road is equivalent to the time taken for travelling from Trivandrum to Alleppey. We have to go through five taluks before we reach Changanachery. Similar is the case with the road from Ambalapuzha to Tiruvalla. That also is waiting completion all these years. I trust the Government would expedite the execution of these works of the Public Works Department. I shall be failing in my duty if I do not bring to the

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notice of the House the necessity for a bridge in the bazaar at Kayenkolam. The existing bridge is in a very dilapidated condition. I request the Chief Engineer to devote his attention to this matter also as early as possible.

Mrs. Abernam Gnanasikhamony (*Nominated*): Sir, in supporting the motion. I fully endorse the statement made by the honourable member, Mr. Fletcher, regarding the road from Nagercoil to the Cape. It is quite true, the road is very dusty and that part of the road near Elankadai is rather very narrow and the houses are quite close to the road. The excursion parties from within and outside Travancore have to keep their buses run about half a mile apart to keep off the dust. As referred to in the Budget speech by our esteemed Dewan, President, the State expects many tourists within a few months, and the All India Oriental Conference delegates are sure to visit the Cape.

In this connection, mention should be made about the bathing pool at the Cape. It is very glad to point out that the Cape does not exhibit the sight which it did just a few years ago. It is a very different, pleasing sight altogether. By the middle of last December, when the Tamil Regional Committee Conference of teachers was held at the Cape, the Chief Engineer was then at the Cape—if I remember correct,—and then some high school teachers and College Professors were very much pleased with the pool and were spending about half an hour by its side, and we, a couple of Travancoreans, who had the opportunity of showing them these, were feeling really very proud. The sea with its surroundings is a very big thing to the people on the other side of the Ghats. The pool was then so full. But by the beginning of last month, *i. e.*, Mithunam, the pool instead of being filled with water was about half filled with sand.

President: Some people want it to be filled up with sand.

Mrs. Abernam Gnanasikhamony: I hope this would have been brought to the notice of the Department and would have been remedied by this time. No doubt this pool will be in perfect working order during special occasions, but my appeal is that it should be kept so throughout, if it does not require any huge labour and cost.

Another road, the one which branches off from the Cape road near Eathencaud to the south and which runs through Thamaracolam at Muhilankudy to terminate near the new Karayalar Allom at Kovalam, is hopeless. That is a neglected bye-road even though it has good traffic because of salt bandies. An excursion party on their way back to Nagercoil from the Cape, after seeing

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[Mrs. Abernam Gnanasikhamony.]

the salt factory at Kovalam had to travel through this road since the party wished to have a jolly time in the Manakudy lake. But theirs was a sorrowful plight. They could not sit in the bus, but had to walk two miles while the bus was run empty.

I wonder whether this road has ever fallen in the eyes of higher Engineering officers than the maistries. I request the Chif Engineer to be good enough to get this grievance redressed for the poor salt bandy drivers and the poor bullocks. They pay toll every day.

Also I wish to say a word about the supply of good drinking water to the coastal people at Muttam. This is a longstanding grievance and if I remember correct, representations have been made on the floor of the previous Sri Mulam Popular Assembly some years ago. In those days water was carried to them in carts and now lorry loads are carried and it seems, water does not suffice them. Is there no other way of remedying this want? With these few words I resume my seat.

Mr. P. I. Simon (*Municipal Councils*): Sir, we have now two Chief Engineers. The Financial Secretary has told us in his speech introducing the budget that separate divisions have been formed under Executive Engineers and placed under the control of the Chief Engineer for Water Works. I have my own doubts whether this bifurcation will function with advantage. I should think there must be co-ordination of functions between the two departments in the matter of carrying our reforms. May own experience is that there is a lack of co-ordination in the operations carried on by these Engineers. I can cite an instance which took place in front of my house. The road was tarred and soon after it was dug up for purpose of drainage. If the road is to be again applied with tar additional expenditure will have to be incurred by the department. Even before the existence of a separate drainage department, drainage work was supervised originally by the Chief Engineer. Water Works was also under his jurisdiction. I do not deny that the importance of the work may demand separation of functions. My suggestion is that two departments, while functioning should not come into conflict on certain occasions so as to entail additional expenditure when dealing with improvement of roads.

There is always a wrong impression that the roads in Municipal limits are under the municipalities. Blame should not be thrown on the shoulders of the Municipality if the roads are not in order. As remarked by me on another occasion, the roads do not

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belong to the Municipality. On the other hand they are the property of the Public Works Department and if the roads are not in good condition the Public Works Department should be approached for making improvement. The Municipality has no jurisdiction on the roads and drains in the town. It is certainly the duty of the Municipality to clean the different roads and drains in the Municipal limits. Nothing else is expected from the Municipality. If we are allowed to construct our own drains perhaps we will do it in a more better manner. We will also see where drains are wanted and the construction will be proceeded with according to the order of importance.

As Mr. Kesavan Nair referred yesterday adout the condition of a road near Pulimood, I have to state that the absence of a masonry drain in that locality which is responsible for the condition of the road. The work of constructing drains is not the function of the Municipality. It is all done by the P. W. D. Therefore if the conditions of roads and drains are found to be bad it is our duty merely to draw the attention of the Chief Engineer to those aspects and seek improvement. I should say the blame is more on the P. W. D. rather than on the Municipality.

I would like to refer to some local needs. The road from Mavelikara to Pandalam is in a hopeless condition. Similar is the fate of the road from Tiruvella to Mavelikara. There is also the necessity for a few bridges on the Tiruvella-Mavelikara road. Much difficulty is experienced on that score. Two other places are also wanting in the matter of bridges, because, traffic is increasing in those roads every day. I would suggest that a comprehensive scheme in the matter of road construction is very necessary in view of the proposed scheme for industrialisation and that for the rehabilitation of the agriculturist. It is also proposed to start cottage industries. We have to find markets for all the commodities that are produced in the villages. There must be a complete network of communications both by canals and roads, so that it will be easy for the agriculturist to send their agricultural products to the markets.

Of all the Governmental departments it is the Public Works Department that comes often into conflict with the municipalities in the course of the administration of their respective function. On behalf of the Trivandrum municipality I have to acknowledge with thanks all the help and assistance the Department has rendered to facilitate the work of the municipalities and I hope the same co-operation and help will be extended to us here after too.

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Mr. Kottur Kunjukrishna Pillai: Sir, I have found by experience that it is no use narrating local needs, for they remain unsatisfied even after repeated and insistent demands made for a quarter of a century. Sir, I find provision has been made for the third section of the Quilon-Mukathala road in the Budget for the last six years, and still that has not been taken up and completed. Despairing of the result of the representations, I wanted to try and concentrate the attention of the Government on a general policy of providing roads in rural areas in the order of importance by a five year plan or some such consolidated scheme. That has been urged more than once. No attempt has still been made to formulate a comprehensive policy of meeting local needs of communication and constructing roads in the order of their urgency.

I wish to bring another matter to the notice of the House. There are many incomplete roads. I consider that the money spent on many of these in-complete roads is a waste because unless the roads are completed, no communication is possible through them and the benefits sought to be derived from them even after the expenditure of a considerable portion of the money would remain without being fulfilled. So also I have to point out that there are certain cases in which roads meet on either sides of streams, but across it there will be no bridge and the communication will be absolutely difficult and we will not be able to get our money's worth by means of communication. I do not at all wish to point out any particular road in the constituency which I represent. Many of my honourable friends have given a list. I would implore Government to consider this question in a comprehensive way and take up all the roads in the order of urgency and utilise the funds at the disposal of the Government in a systematic manner so that we may be assured of getting at least the absolute necessities for the means of communications in the rural parts at least within a fixed period of years. That is the suggestion that I have to make with regard to that.

I wish to bring to the notice of the House the necessity of a pier in Quilon. In fact we had been urging for it for the last six or seven years constantly and I am informed that Government have gone into the question, have enquired into the matter and investigated the possibilities of a pier and my understanding is that in Quilon there is every convenience for the construction of a pier at a very small cost to the advantage and development of commerce in Quilon. It must be understood that Quilon is progressing very rapidly in the matter of the development of various industries and its importance has to be re-established and all convenience and encouragement for that must be given by the Government.

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Before I sit down, I wish to point out one thing, a point of complaint with regard to the Department, which I think is a matter of Importance. I find that complaints are made by the representatives of the people that there is too much of establishment charge for this Department. There are the Supervisors, Assistant Engineers, Executive Engineers and then the Chief Engineer. All this supervising authorities, I can understand, may be necessary if the Department takes up first class engineering works and do it themselves. But what do we find? If we want a good bridge then the contract is given to a reputed company like the General Construction Company or some other company outside Travancore. That is done with a view to avoid the labour of supervision. That is my inference. In olden days very good bridges have been built in Travancore without the aid of these companies I would point out for example the bridge at Muvattupuzha. It is an excellent bridge and if you consider that it was built years ago and if you look at its attractive condition even to-day, its artistic completeness, we will find that it is possible for the contractors and Maistries of Travancore to build excellent bridges provided the Department gives the necessary guidance and instructions and provided it supervises well. Further, there is no provision to properly scrutinise these first class works if that is necessary. Let us go to the companies and firms of reputed stability and skill and let us save the expenditure on the establishment by reducing the supervising staff. We cannot have it both ways. If we cannot make this large body of supervising authorities to look after the works and make it possible for the local contractors to do the work and earn the money, then we should go to the aid of the foreign companies. That is a matter to be considered. I heard that a bridge at Jagadi was built by a company from outside Travancore. I wonder what was the necessity for it. I also understand that the Kannalipalom was also built by a foreign company. I have no experience in engineering. But from a lay man's point of view it is a bad piece of engineering work. That has been built by the General Construction Company. These bridges are comparatively small. They could have been done by our local contractors and local men. The money would have remained here. Government ought to have been more careful in this matter especially in view of the fact that we have ever so many supervising officers. That matter has to be seriously considered. That is a general question that I wish to urge before this House and before the Government.

With regard to the Alwaye Bridge, I do not think it will be impossible for the Engineering Department to properly construct it by the help of local contractors and local labour. Then it would

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[Mr. Kottur Kunjukrishna Pillai.]

be possible to construct the bridge at a lower cost than it would be possible for a company outside Travancore. I understand that the Erapuzha bridge was built by local men with the supervision of the Engineers under the service of the Government. This tendency to give all important works to established firms and thereby shirk their responsibility of supervision must be checked. If that is not done, another course will have to be adopted. So much of supervising staff will have to be stopped. There need not be two sets of agencies to look after these works. Let us give all these works to firms specialised in the various Department. Is the P. W. Department here merely to maintain these roads? If the roads are maintained properly as they were being done till very recently, it would have been of some consolation. Practically the only work of the Department seems to be the maintenance of roads and buildings. It cannot be denied by anyone that the condition of our roads has deteriorated very much. It has to be improved. Once our roads were the pride of travellers. Now it is very different. I find that roads in British India are becoming better while our roads are deteriorating. Roads near the Tinnevelly side are much better. We should not allow these things to deteriorate like this.

I entirely agree with Mr. Kalloor Narayana Pillai regarding his views for taking up the northern branch of the traffic. There is great difficulty for travel to the north of Trivandrum. I have personal experience of it myself. I had brought to the notice of the authorities the complaint. There is urgent necessity to improve the traffic from Trivandrum to North Travancore. But I must also request Government that if it is possible for us to get in time the electric power, we should not waste our money in Diesel Engines or in motor buses or second hand buses. It will be possible to save the money for oil if we are able to get electric trolleys. If that is possible, there should not be any hurry and waste our money in getting down buses which will become useless after a few years.

Sir, about the question of transport, there is absolutely no two opinion except from quarters that are immediately or closely interested. So far as local labour is concerned, it is well that Government takes up the entire traffic in the State including the traffic in the canals and backwaters. A co-ordinated system of traffic is an urgent necessity of any civilized State. I hope the example of Travancore will be emulated by other States and Provinces in India very soon.

Mr. T. K. Kittan (*Vaikam, Kottayam and Changanachery cum Peermade.*) പബ്ലിക്ക് വർക്ക്സ് ഡിപ്പാർട്ടുമെൻറിന്റെ ഫണ്ടിലെ ചെലവിലേക്ക് ആവശ്യപ്പെട്ടിരിക്കുന്ന സംഖ്യ മുഴുവനും കുറയ്ക്കണ

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മെന്നാണ് എന്റെ അഭിപ്രായം. കാരണം ഇവിടെ ഒരു ജോലിയും ഇപ്പോൾ നടക്കുന്നില്ല. ആണ്ടോടാണ്ട് വലിയവലിയ സംഖ്യകൾ കണക്കെഴുതി ചെലവാക്കുന്നതിനു അനുവദിച്ചുകൊടുക്കുന്നു. അതുകൊണ്ട് ഈ രാജ്യത്തിനു യാതൊരു പ്രയോജനവും സിദ്ധിക്കുന്നില്ല. നമ്മുടെ രാജ്യത്ത് കൃഷി, കച്ചവടം, കൈത്തൊഴിൽ ഇവകൾ അഭിവൃദ്ധിപ്പെടണമെങ്കിൽ കൂടുതൽ റോഡുകളും ഗതാഗതസൗകര്യങ്ങളും ഉണ്ടായിരിക്കേണ്ടതു അത്യാവശ്യമാണ്. വഴിയും പുഴയും പാലവും എല്ലാം നന്നാക്കണം. നമ്മുടെ കൈത്തൊഴിലും കച്ചവടവും മറ്റു തൊഴിലുകളും അഭിവൃദ്ധിപ്പെടണമെങ്കിൽ ഇവിടത്തെ ഗതാഗതസൗകര്യം ശരിപ്പെടുത്തണം. അതു് ഒരു താലൂക്കിനോ, പ്രകൃതിക്കോ മാത്രമായാൽ പോരാ. രാജ്യത്തിന്റെ തെക്കു്, വടക്കു്, കിഴക്കു്, പടിഞ്ഞാറു് ഉള്ള സകലസ്ഥലത്തും ഗതാഗതസൗകര്യം ഉണ്ടായിരിക്കണം. ആ വിഷത്തിൽ ജാതിവ്യത്യാസം ഒന്നും നോക്കേണ്ടയാവശ്യമില്ല. ഇവിടുത്തെ കണക്കുനോക്കിയാൽ ഒരു ചീഫ് ഇഞ്ചിനീയർ, ഒരു പേഴ്സണൽ അസിസ്റ്റൻറ്, ഏഴ് എക്സിക്യൂട്ടിവ് ഇഞ്ചിനീയർമാർ, എട്ട് അസിസ്റ്റൻറ് ഇഞ്ചിനീയർമാർ വ സബ ഇഞ്ചിനീയർമാർ ഇങ്ങനെ ൨൫ പേർ കാണുന്നുണ്ട്. അതുകൊണ്ട് ഇതു് ഒരു വലിയ ഡിപ്പാർട്ടുമെൻറുതന്നെയാണ്. ഇതിനു് ഒരു മേധാവി അത്യാവശ്യംതന്നെ. അതു് ഒരു യൂറോപ്യൻതന്നെ ആയാൽ കൊള്ളാമെന്നാണു എന്റെ അഭിപ്രായം. എന്തുകൊണ്ടെന്നാൽ റോഡും പാലവും മറ്റും ഉണ്ടാക്കുന്നതിനു അവർ നല്ല സമർത്ഥന്മാരാണ്. അവർ നല്ല പ്ലാൻകാരാണ്, എന്നാൽ അദ്ദേഹത്തിന്റെ കീഴ് ഉദ്യോഗസ്ഥന്മാരെല്ലാം ഈ നാട്ടുകാരായിതന്നെയിരിക്കണം. ഇവിടെ രണ്ടു ചീഫ് ഇഞ്ചിനീയർ ഉണ്ടെന്നു എന്റെ സ്നേഹിതൻ മി. സൈമൺ പറയുന്നു. ആ സംഗതി ധനകാര്യമന്ത്രിയുടെ പ്രസംഗത്തിൽ പറഞ്ഞിട്ടുമുണ്ട്. ചില റോഡുകൾ പി. ഡബ്ലിയു. ഡിപ്പാർട്ടുമെൻറുകാരും മറ്റുചില റോഡുകൾ മുൻസിപ്പാലിറ്റിക്കാരും ഉണ്ടാക്കണമെന്നും നന്നാക്കണമെന്നും പറയുന്നു. എന്നാൽ ഈ രണ്ടുകൂട്ടരെക്കൊണ്ടും നമുക്ക് പ്രയോജനം സിദ്ധിക്കുന്നില്ല. ശ്രീമാൻ കല്ലൂർ നാരായണപിള്ള അവർകൾ ഇവിടെ പ്രസ്താവിച്ചതു് അനാവശ്യപണം ചെലവാക്കി ഒരു പാലം പണിയിച്ചു അതിന്റെ ഉൽഘാടനം നടത്തിയപ്പോൾ കുറെ ആളുകൾ പാലത്തിൽ കയറിയതിനാൽ പാലത്തിന്റെ ഒരു ഭാഗം ഇരുന്നുപോയി എന്നാണു. ഞങ്ങളുടെനാട്ടിൽ ഒരു വലിയ ഉദ്യോഗസ്ഥൻ അദ്ധ്യക്ഷംവഹിക്കാൻ വരുന്നു എന്നറിഞ്ഞാൽ ജനങ്ങൾ അവരുടെ തൊഴിലുകളും മറ്റും ഉപേ

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[Mr. K. T. Kittan.]

ക്ഷിച്ചിട്ട് അതിലേയ്ക്ക വരിക പതിവാണ്. അങ്ങനെ കുറെ അളുകൾ പാലത്തിൽ കയറിയതുകൊണ്ട് പാലം ഉടഞ്ഞുപോയി എന്നാണ പറയുന്നത്. ഇതിനാണോ വച്ചിയ ശമ്പളവും കൊടുത്തു ചീഫ് ഇഞ്ചിനീയരെ നിയമിച്ചിരിക്കുന്നത്. ഇത് എന്ത ഗ്രഹപ്പിഴയാണ്. പാലം ഇടിഞ്ഞുപോയി എന്നപറഞ്ഞാൽ രൂപാ എത്രലക്ഷമാണ പോയത. ഈ പണം ഈ രാജ്യത്തെ പാവപ്പെട്ട കൃഷിക്കാരുടെയും തൊഴിലാളികളുടേയും വിയർപ്പുതുള്ളികളുടെ ഫലമായി ഉണ്ടായിട്ടുള്ളതാണ്. യാതൊരു ചുമതലയും ഉത്തരവാദിത്വവും ഇല്ലാതെ പണികൾ നടത്തിക്കുന്നതുകൊണ്ടാണ് ഇങ്ങനെയുള്ള നഷ്ടങ്ങൾ സംഭവിക്കുന്നത്.

President: Will the Honorable member complete his speech in a few minutes? I want to give opportunity to one more member before I call upon Mr. Truscott.

Mr. T. K. Kittan : ഈ രാജ്യത്തു നടത്തുന്ന സകല പ്രവൃത്തികളും ഉത്തരവാദിത്വത്തോടും ചുമതലബോധത്തോടുംകൂടി നടത്തേണ്ടതു വളരെ അത്യാവശ്യമാണ്. അങ്ങനെ നടത്താൻ സാധിക്കുന്നില്ലെങ്കിൽ ഇന്നലെ ഞാൻ അബ്കാരിഡിപ്പാർട്ടുമെൻറിനെ നിരുത്തണമെന്നു പറഞ്ഞതുപോലെ ഈ ഡിപ്പാർട്ടുമെൻറും വേണ്ടെന്നുവയ്ക്കണം. നടക്കുന്നുവെങ്കിൽ എല്ലാം ശരിയായി നടത്തണം. വളരെ പണം ശമ്പളം കൊടുത്താണ് അതിലേയ്ക്ക ഉദ്യോഗസ്ഥന്മാരെ വച്ചിരിക്കുന്നത്. ഈ സംഗതികളെല്ലാം ശരിയാക്കുന്നതിന് എനിക്ക് ഒരു നിർദ്ദേശം തോന്നുന്നുണ്ട്. ചീഫ ഇഞ്ചിനീയരും പേഴ്സണൽ അസിസ്റ്റൻറും മറെറ ഇഞ്ചിനീയറന്മാരുമായി ഇപ്പോൾ ഇരുപത്തഞ്ചുപേർ ഈ ഡിപ്പാർട്ടുമെൻറിലുണ്ട്. അവരിൽ ചീഫ് ഇഞ്ചിനീയരേയും പേഴ്സണൽ അസിസ്റ്റൻറിനേയും കൂടാതെ ഇരുപത്തിമൂന്നുപേരുണ്ട്. ഈ ഇരുപത്തിമൂന്നിൻെറകൂടെ ഏഴുപേരെകൂടി ചേർത്താൽ മുപ്പതാകും. അപ്പോൾ ഓരോ താലൂക്കിനു ഓരോ ഇഞ്ചിനീയർ എന്ന കണക്കുവരും. പിന്നെ ഞങ്ങൾക്ക് അക്കാര്യത്തിൽ യാതൊരു വഴക്കുമില്ല. കോട്ടയംതാലൂക്കിലേക്ക് ഇത്ര സംഖ്യ എന്ന നിശ്ചയിച്ച്, ഒരു എഞ്ചിനീയരെയും അനുവദിച്ചുതന്നാൽ മറുകാര്യങ്ങൾ ഞങ്ങൾ നോക്കിക്കൊള്ളാം. അതോ ഏഴോ ഇഞ്ചിനീയർമാരെ നിയമിക്കുന്നതിനു പകരം സൂപ്രവൈസേഴ്സ് ഉള്ളതിൽ കൂടുതൽ യോഗ്യതയുള്ളവർക്ക് പ്രമോഷൻ കൊടുത്താൽ മതിയാകും. അടുത്ത ചിങ്ങമാസം ഒന്നാംതീയതിമുതൽ ഓരോ താലൂക്കിനും ഇത്രഇത്രരൂപാ എന്ന നിശ്ചയിച്ച് അതു അനുവദിച്ചാൽമാത്രം മതി. ചീഫ്ഇഞ്ചിനീയർ പരിശോധന നടത്തുന്നതു ഇപ്പോൾ വളരെ കുറവാ

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യിട്ടാണ്. ജോലിനടക്കുന്ന സ്ഥലങ്ങളിൽ അദ്ദേഹം ക്രടെക്രടെ പോയി പരിശോധിച്ചിരുന്നുവെങ്കിൽ ഇന്ന സംഭവിക്കുന്നതുപോലെയുള്ള നഷ്ടങ്ങൾ സംഭവിക്കുകയില്ലായിരുന്ന. അതുകൊണ്ട് അദ്ദേഹത്തിന സഞ്ചരിക്കുന്നതിന് ചെറിയ ഒരു വിമാനംതന്നെ വരുത്തിയാലും തരക്കേടില്ല. ഇപ്പോൾ വിലക്കുറവുള്ള വിമാനങ്ങൾ ഉണ്ട്. അതിൽകയറി അദ്ദേഹത്തിന് ദിവസവും ചുറ്റിസഞ്ചരിക്കാം. സായ്പ് വരുന്നുവെന്നറിഞ്ഞാൽ നിശ്ചയമായും ജോലി ശരിയായി നടക്കും. എല്ലാ ഡിപ്പാർട്ടുമെൻറിലും ഇങ്ങനെ ചെയ്യാൽ കൊള്ളാം. മേലധികാരി വരുന്നുവെന്നറിഞ്ഞാൽ ജോലികളെല്ലാം ഉത്സാഹത്തോടെ നടക്കും. പരിശോധനയുടെ കുറവുകൊണ്ടാണ് ഇപ്പോൾ ജോലികളെല്ലാം ശരിയായി നടക്കാതിരിക്കുന്നത്. അതുകൊണ്ട് പബ്ലിക്കിൻെറ ആവശ്യത്തിന ചെലവാക്കുന്നതിനായി അനുവദിച്ചിട്ടുള്ള ഫണ്ടു നഷ്ടപ്പെടുത്താതിരിക്കുന്നതിന് വേണ്ട വ്യവസ്ഥകൾ ചെയ്യേണ്ടതു് അത്യാവശ്യമാണ. ഈ ഡിപ്പാർട്ടുമെൻറിൽ ആവശ്യത്തിലധികം ഉദ്യോഗസ്ഥന്മാരുണ്ടു എന്ന പറയാതെ നിവൃത്തിയില്ല. ഒരു മേലുദ്യോഗസ്ഥന്മാരും ഇഞ്ചിനീയർ എന്ന പേരിൽ അവസാനിക്കുന്നവരാണ്. സൂപ്രവൈസേഴ്സും ഇഞ്ചിനീയർമാർതന്നെ. ഇവിടത്തെ ഗതാഗതസൗകര്യം വർദ്ധിപ്പിക്കുന്നതിന് പുതിയ റോഡുകളുടെ ആവശ്യം ധാരാളമായി ഉണ്ട്. അതിലേയ്ക്ക് ഇപ്പോൾ ക്രൂലിക്കാരെ കുറഞ്ഞക്രൂലിക്ക് ലഭിക്കുന്നതിന് വളരെ സൗകര്യമുണ്ട്. അതിലേക്ക് ആവശ്യമുള്ള പണം ഇല്ലെങ്കിൽ ഒരു കോടിരൂപാ കടംവാങ്ങിയെങ്കിലും ഈവക കാര്യങ്ങൾ നിർവഹിക്കേണ്ടതാണ്. അതുകൊണ്ട് ഒരിക്കലും നഷ്ടമുണ്ടാകുകയില്ല. ലാഭമേ ഉണ്ടാകുകയുള്ളൂ. തൽക്കാലം ഇതിനെപ്പറ്റി എനിക്ക് ഇത്രമാത്രമേ പ്രസ്താവിക്കാനുള്ളൂ.

Mr. A. Easwara Pillai (*Kottarakara and Pattanapuram cum Shencotta*) : I also oppose the Demand. My reason in doing so is to impress upon the Government that the P. W. D. is not paying proper attention to the rural parts, especially the hilly regions of the State. My constituency is constituted of three taluks, namely Kottarakara, Pathanapuram and Shencottah. There are only a few roads in these taluks and they are left very miserable. The majority of the people of these taluks are agriculturists. They have taken upon themselves the initiative of constructing several new roads. The people have represented to the Government and to the Chief Engineer to take up these roads under the P. W. D. maintenance.

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[Mr. A. Easwara Pillai]

But the Government has not paid proper attention to their representations. Most of these roads have been neglected by the people on account of their inability to maintain them year after year. More than 95 per cent of the people of these taluks are agriculturists and they have to take their agricultural products to the markets. Without facilities for transporting them, they find it very difficult to sell their agricultural produce for a profitable price. Unless transport facilities are improved in these taluks the agriculturists will be put to great troubles. Their industry will be ruined.

The people of Kottarakara and Kunnathur have been agitating for the last 25 years for the construction of a bridge across the Kallada River at Karimpinpuzha on the Kottarakara-Sasthamcotta road. It is an absolute necessity and I request the Government, to look into the matter without delay and redress the grievances of the people.

I have to bring to the notice of Government that the Public Works Department is not paying proper attention to the irrigation works of the country. Sir, we want a net work of irrigation channels wells and tanks especially in the taluk of Shencottah which is so miserable on account of the lack of water facilities. The taluk is subjected to frequent droughts. The periodical rains do not contribute sufficient water for cultivation purposes. There are only a very few tanks in the taluk. So, I request the Government to ask the Public Works Department to pay particular attention to provide sufficient number of tanks and wells in Shencotta Taluk. In this connection I may also bring to the notice of Government that most of the tanks in the Kottarakara and Pathanapuram taluks are silted up and they serve no useful purpose to the cultivators. Hence the Irrigation Department has to take proper step to improve the conditions of these tanks. The salvation of agriculturists, lies in extending the scope and operation of minor irrigation department. Facilities for conservation and distribution of water may be provided without delay.

Mr. G. B. E. Truscott (*Chief Engineer, Roads Buildings and Irrigation*) : Sir, as usual most of the discussion has centred round local needs. I am glad to repeat what I said in another place i. e., that the leaders of the parties should call their members together aud prepare a list of urgent requirements in their respective constituencies in the order of priority. That list should be submitted to me and I will make a rough estimate of the various items and submit it to Government with my recommendations. That, I consider, is the only way to meet the urgent needs of the public ; but I would ask the honourable members to be careful and to include only the urgent items in that list as funds for this purpose are limited. If all the proposals which I have heard in this House and

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elsewhere from various members were to be carried out it would require nearly the whole revenues of the State for one year and I doubt then if all the needs would be supplied. I have in my office sanctioned estimates for works awaiting funds to the value of about 16 lakhs of rupees. Some of those estimates very likely include subjects which have been just mentioned by the honourable members and therefore if the proposal which I have now put forward is agreed to by the honourable members, I think, it will not only help the public but also assist Government by saving a considerable amount of time in preparing and answering questions on local needs. At the same time I might say with regard to the point raised by Mr. Kunjukrishna Pillai with respect to incomplete works, that a perusal of the budget will show that for some years past the amount allotted for incomplete works is far greater than that allotted for new works and from this it will be seen that the policy of the Department and Government is once a work is taken up to carry that through to completion as far as funds permit.

Another honourable member made a comparison of the expenditure on account of P. W. D. of our State with expenditure in adjoining territories. Well, Sir, the area of Travancore is 7625 sq. miles roughly, equal in extent to the district of Tanjore in the Madras Presidency which is about 7840 sq. miles. The expenditure on works and repairs in Tanjore for a particular year was about Rs. 24 lakhs while that in Travancore for the corresponding year was about Rs. 35 lakhs. The expenditure on establishment for Tanjore was about Rs. 3 lakhs while in Travancore it was only abont Rs. 4·6 lakhs. Tanjore expenditure does not include any expenditure on account of Chief Engineer or Deputy Chief Engineer at headquarters.

Mr. K. R. Elenkath (*Kalkulam and Vilavankod* cum *Neyyattinkara*): Sir,.....

President: The honourable member does not yield.

Mr. K. R. Elankath: In view of the ruling of the President the official members should as far as possible answer questions.

President: Order. order Mr. Truscott may continue.

Mr. G. B. E. Truscott: We must also remember the fact that the Travancore P. W. D. maintains roads, canals, major, irrigation works and minor irrigation works. Roads in British India are maintained mainly by the District Boards and there is a separate department for irrigation. The establishment charges in Travancore are only about 14 per cent. of the total allotment while in Madras it is 24 per cent, in Bombay 26·53 per cent; in the United Provinces

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[G. B. E. Truscott]

49·76 per cent. and in the Punjab 59·17 per cent. Generally these figures will clearly show that the established charges of the P. W. D. in Travancore is not higher than in other places, but is considerably lower.

Mr. K. R. Elankath: Sir—

President: The honourable member may perhaps allow other honourable members to put questions.

M. K. R. Elankath: May I know the extent of territorial jurisdiction of an Executive Engineer in the Madras Presidency?

Mr. Nedumangad R. Kesavan Nair: May I know how many Executive Engineers are there in Tanjore?

Mr. G. B. E. Truscott: Sir, I have no information on these points. I was giving the percentage of expenditure according to the information available to me. I cannot say the exact number of Executive Engineers in several divisions outside the State.

I would also like to say that the mileage of roads in Travancore is much more than the mileage of roads in the adjoining districts. With regard to the strength of the staff in the P. W. D. it is the same as it was 26 years ago and the expenditure sanctioned in 1082 to 1084 was Rs. 17·94 lakhs and the number of Engineers in the Department including the Chief Engineer was 29. Now the number is reduced to 24 and the expenditure in 1112 was Rs. 48 lakhs. It has been pointed out by one of the honourable members that I was on tour only for 103 days in 1111.

President: He suggested that a private aeroplane should be used by the Chief Engineer.

Mr. G. B. E. Truscott: I admit I should like to do more touring; but my movements are limited as I am tied down at headquarters to attend conferences, Committees and the Legislatures. This makes it impossible for me to visit as many places in the State as often as I would wish and Government have realised that and are considering the question of some relief for me at head quarters, I would however remark that in addition to the 103 days mentioned, I also toured for about 20 days outside the State, again my presence is required in this Chamber for about 20 days in the year and about double that number of days in the other Chamber. Local inspection of works are also not included in the days on tour.

Another member, I think, Mr. Govindan spoke about improvements to the A. V. M. Canal. That has been considered by Government. I myself have studied the question very thoroughly and I cannot say that it would be a practical proposition to take up the completion of this canal as the expenditure to be incurred would be far greater than any benefits that are likely to accrue by its completion.

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Mr. Arumukham Pillai stressed the need for a separate division for the Kodsyar Irrigation works as the officers entrusted with that work are not giving proper attention to the needs of the ryots. Sir, the Project is now under the charge of an Assistant Engineer controlled by the Executive Engineer and I think their work is entirely satisfactory. Some complaints might have arisen from the ryots with regard to the distribution of water during the period of drought. But as far as I am aware the distribution of water has been fairly and properly carried out by the Executive officers in consulation with local inhabitants. With regard to the question of raising the height of the Pechipara Dam by 10 ft. which was brought forward by Mr. Arumukham Pillai, I may say that it is not an economic proposition.

Mr. V. S. Arumukham Pillai (*Tovala* cum *Agastisvaram*): Sir, as a personal explanation I may say that I did not state that the Executive Engineer and the Assistant Engineer were not doing their work properly. It seems that the honourable member has misunderstood me. But as a matter of fact they are doing excellent work there.

President: The honourable member can only interrupt in correcting any mistake or in making any personal explanation; but he cannot make a speech.

Mr. G. B. E. Truscott: So far as the raising of the Dam is concerned, I may say that it cannot be done on account of the considerable cost that will have to be incurred both on account of the raising which will have to be done from the foundations upwards and also other contingent works.

Mr. K. R. Elenkath: May I know whether.....

President: Order. Order. The honourable member has not yielded.

Mr. G. B. E. Truscott: Sir, another point raised by Mr. Arumukham Pillai was regarding the location of toll gates by which I presume he is referring to the toll gate close to the Marungoor village. Actually location of toll gates close to villages does not entail such hardships as are indicated by the Honourable member, for, anyone living within three miles of the gate can compound the fees leviable for a whole year of each vehicle used by him personally for a payment of 21 times one toll fee. Then another member complained that toll gate contracts were given to non-Travancoreans. I am afraid that this is mainly due to the fact that Travancoreans are not enterprising enough to bid. For, out of the 21 gates in the State only 14 were tendered for by Travancoreans.

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Mr. K. R. Elankath: May I know whether Government have at any time deviated from the principle of auctioning tolls by not receiving separate tenders?

Mr. G. B. E. Truscott: We asked for written tenders and they were sent in. Toll Gates are disposed of either by auction or by tenders. And on the last occasion tenders were invited and tenderers were allowed to tender for one or more gates at a time or for all the gates; and according to Government orders, as far as possible, the contracts are given to Travancoreans and on the last occasion some loss was incurred by Government in carrying out this policy.

Then regarding the question of improving the pier at Quilon which was raised by Mr. Kottur Kunjukrishna Pillai and Mr. Kadirbhoy, I would say that Government are considering the question not only of building a pier at Quilon, but also of improving the ports south of Quilon. One member mentioned the Valiathurai Port by which I presume he means Valiathurai Pier. The improvement of this also is under the consideration of Government. Then a member referred to a bridge on the M. C. road which he complained was built with bamboos and cocoanut trunks. This bridge is not on the M. C. road, but is a foot bridge across a small stream approached on either side by a foot path. This bridge is constructed of masonry piers on wells and the two end spans are of reinforced concrete; but on account of the foundations not having been taken deep enough it was decided that the centre span should be of lighter construction and so a temporary wooden platform has been built and arrangements are being made for steel girders with a wooden platform over.

Mr. Nedumangad R. Kesavan Nair brought to the notice of the House the conditions of the roads in his constituency. I may say that unfortunately the allotment for the maintenance for some years has been reduced by a certain percentage and at the same time traffic on roads has considerably increased. But we are trying as far as funds permit to do everything in the matter of keeping the roads in good condition.

President: I am afraid that Mr. Truscott has finished his quota.

Mr. G B. E. Truscott: Sir, with regard to the supply of good drinking water to the coastal regions, I may say that it is a very live question at the present time and the matter is under careful consideration.

Mr. Kochikal P. Balakrishnan Tampi: Sir,.....

President: The honourable member does not yield.

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Mr. Kochikal P. Balakrishnan Tampi: Sir, he must yield at least once or twice.

President: I shall allow one or two members to put questions after Mr. Truscott has finished his speech.

Mr. C. N. Thuppan Namputiri (*Travancore Jenmies*): ആ പാലം ചീഫ് എൻജനീയർ കണ്ടിട്ടുണ്ടോ?

Mr. G. B. E. Truscott: Yes, Sir.

Mr. Kochikal P. Balakrishnan Tampi: Does the Chief Engineer contemplate to do anything at least next year for the Kartikapalli Kayankulam road ?

Mr. G. B. E. Truscott: Sir, I have that road in mind; but I would ask the Honourable member to submit that with his requirements to the leader of his party as already mentioned at the beginning of my speech.

The Demand was put and carried.

The grant was made.

DEMAND VIII—ELECTRICITY AND TELEPHONE.

Mr. K. P. Padmanabha Menon (*Electrical Engineer to Government*). Sir, I rise to move for a grant not exceeding Rs. 44,27,686 under Demand VIII—Electricity and Telephone.

The Demand was put to vote and carried.

The grant was made.

DEMAND IX—WATER WORKS AND DRAINAGE DEPARTMENT.

Vastuvidya Kusala C. Balakrishna Rao (*Water Works and Drainage Engineer to Government*): Sir, I rise to move for a grant not exceeding Rs. 25,82,640 under Demand IX—Water Works and Drainage Department.

Mr. Kottur Kunjukrishna Pillai: With regard to the work done by the Drainage Department, I wish to bring to the attention of the Drainage Engineer the present undue delay in filling up the excavations that they make. In various parts of the town, roads have been dug up, and even after the work has been finished and the drainage pipes have been laid, such excavations are not filled up ; and wherever they have been filled up, it has not been done properly. I want to bring this fact to the notice of the Chief Engineer for water works.

Mr. Nedumangad R. Kesavan Nair: Sir, I support the demand, but I would be failing in my duty, representing as I do the Trivandrum town also, if I do not point out the difficulties caused to vehicle traffic and to the pedestrians by the irresponsible

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